(c) and (d) Detailed guidelines have been issued by DGCA for airworthiness and operational control of foreign aircraft leased by Indian operators.

Communication between IGIA and other airports

135. SHRI T.T.V. DHINAKARAN: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether Government are aware that air congestion which still continues at the airports are resulting in wastage of aviation fuel;

(b) whether it is a fact that in the age of Internet, the communication between IGIA and other airports is dependent on landline telephones; and

(c) if so, the details of proposals with Government to modernize the Air Traffic Control of IGIA for communication with the other airports to avoid the frequent delays of flights?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) Yes, Sir.

(b) and (c) No, Sir. In addition to landline telephones, IGI Airport is connected with major airports through Digital High Speed Cable Media which has very high level of reliability. All Air Traffic Messages in text form are sent on Aeronautical Fixed Telecommunication Network (AFTN) using these High Speed Data Circuits. For Speech, point to point dedicated Direct Speech Circuits and/or Hotlines using value added facility of Public Switch Telephone Network have been provided between IGI Airport and other major airports.

New policy for international cargo

136. SHRI TARIQ ANWAR: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether it is a fact that a panel has been formed to script private cargo companies which are ready to take off;

(b) if so, the details thereof;

(c) whether it is also a fact that a new policy is going to be developed for handling international cargo; and

(d) if so, the salient features of this policy?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) and (b) No, Sir.

(c) and (d) Airports Authority of India has formulated policies for (A) developing domestic airports for international cargo handling and (B) for establishment of centers for perishable cargo at airports. The salient feature of the policy on development of domestic airports for international cargo handling are (i) creation of facilities by the private agencies at international level, (ii) uniform procedure for leasing the cargo facility on an open tender basis and (iii) to adopt two tier bid system—technical bid and financial bid while tendering the facility.

The salient features of policy for establishment of Centers for Perishable Cargo (CPC) are —

(i) If CPC is created with assistance of APEDA and run by AAI, Special Terminal Processing (TSP) charge @ 0.70 per kg is charged.

(ii) Where CPC is created by Central/State Government organization by leasing land/space from AAI, in addition to the TSP @ Rs. 0.70 per kg, a percentage of gross turnover is also payable to AAI.

(iii) Where CPC is created and run by a private party by leasing land from AAI, the tariff to be charged is decided by that party. AAI gets licence fee in addition to a certain percentage of gross turnover from the licencee.

(iv) This policy is applicable to all airports except IGI Airport, Delhi and CSI Airport, Mumbai.